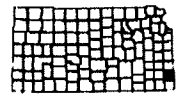


171- 11 KA 5086-01
 Jct US 69/K 171 to Mo State Line
 1.5" Mill & 1.5" overlay

ROADS AND ROADWAY FEATURES		ROADS - 4 TO 10 MILES	
Controlled Access - Interstate		Plural Secondary Spine	
Kansas Turnpike (KTA)		Interstate Numbered Highway	
US Route - Divided		U.S. Numbered Highway	
US Route - Undivided		State Highway System or State Numbered Highway	
State Route - Divided		Local Designated System or Marked Road	
State Route - Undivided		Various Other Authority	
RD Route - Paved			
RD Route - Unpaved			
Minor Road - Paved			
Minor Road - Stone or Gravel			
Minor Road - Dirt			



LAMBERT CONFORMAL CONIC PROJECTION



RS SYSTEM REVISED TO AUGUST 30, 2006

GENERAL HIGHWAY MAP
CRAWFORD COUNTY
 KANSAS
 PREPARED BY THE
 KANSAS DEPARTMENT OF TRANSPORTATION
 BUREAU OF TRANSPORTATION PLANNING
 IN COOPERATION WITH THE
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION



AUGUST, 2007

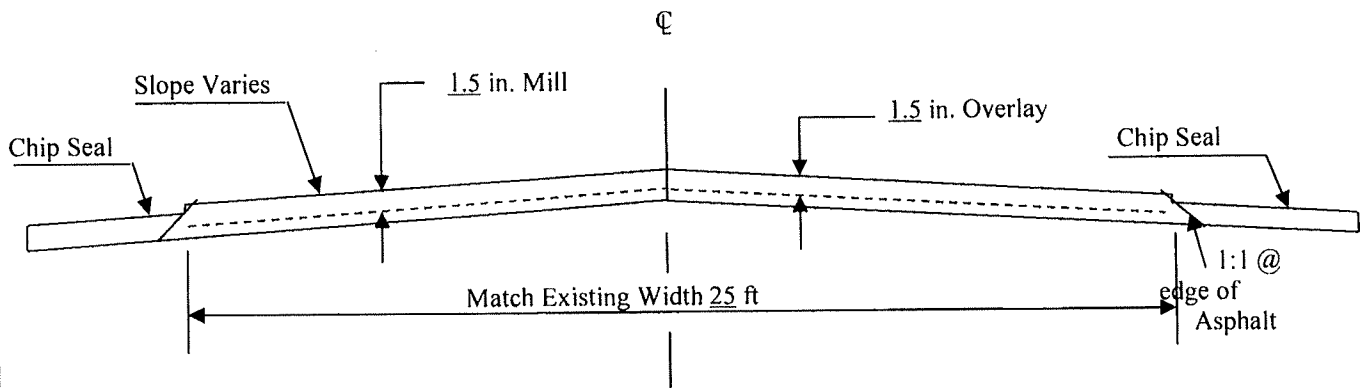
COMPUTER GENERATED

Project No. 171- 11 KA 5086-01

Note

- 1 Milling: All milling shall become the property of the contractor and shall be disposed of at a site approved by the Engineer.
- 2 The contractor is responsible for establishing and maintaining centerline of the traveled way for the duration of the project. Splitting the traveled way with a tape measure is an acceptable technique to establish centerline.
- 3 A small stockpile of material milled from the project is available for use in developing preliminary mix designs for bidding purposes. The stockpile is located at KDOT's Pittsburg mixing strip on US 69 just north of the Kansas Crossing Casino. The stock pile is located on the west side of the strip. Two piles are present at that location. The south pile is from K-171 and is marked with a sign noting the route and county (171-11) from which the Material was obtained. Contractors can obtain a sample at their convenience.
- 4 Contractor must mill and inlay any section of the roadway on the same day. No traffic will be allowed on the milled surface and the contractor must have a contingency plan in case of bad weather and/or equipment breakdown.
- 5 Quantities for the milling are based on a 1 ½" nominal depth and a unit weight of 145 lbs./cubic feet. The milling depth may be decreased if the actual unit weight is more than 145 lbs./cubic feet, but will not be increased if the unit weight is less than 145 lbs./cubic feet. The maximum milling depth will be 1 ½".
- 6 When milling mainline areas, a full width mill head will be required to maintain cross slope of the existing lane being milled in one pass. A smaller mill head will be allowed on miscellaneous areas as approved by the engineer but will not be allowed to perform mainline milling.
- 7 Milling thickness shall be adjusted at bridge approaches and grade crossings to allow a reasonable transition.

TYPICAL SECTION



not to scale

- Typical Slope 1.56 % on Tangents and on super-elevated sections to match existing super or as directed by the Engineer.

ROADWAY WIDTHS

Location	mile	Approx. Width	Location	mile	Approx. Width
Sta 122+41 to 184+90	1.184	25			
Sta 186+32 to 188+32	0.038	25			
Sta 192+65 to 202+04	0.178	25			
Wdn Sta 202+04 to 207+78	0.109	36			
Sta 207+78 to 267+57	1.132	25			
Sta 270+17 to 294+80	0.466	25			
Sta 296+49 to 306+15	0.183	25			
Sta 306+15 to 307+61	0.028	25			
Sta 307+61 to 307+96	0.007	34 - 48			
Sta 307+61 to 321+96	0.272	48			
Sta 321+96 to 334+35	0.235	25			
Sat334+35 to 336+70	0.045	52 - 68			
Sta 336+70 to 341+40	0.089	68 - 55			
Sta 341+40 to 348+99	0.144	55			
Sta 348+99 to 357+89	0.169	55 - 60			

RATE OF APPLICATION

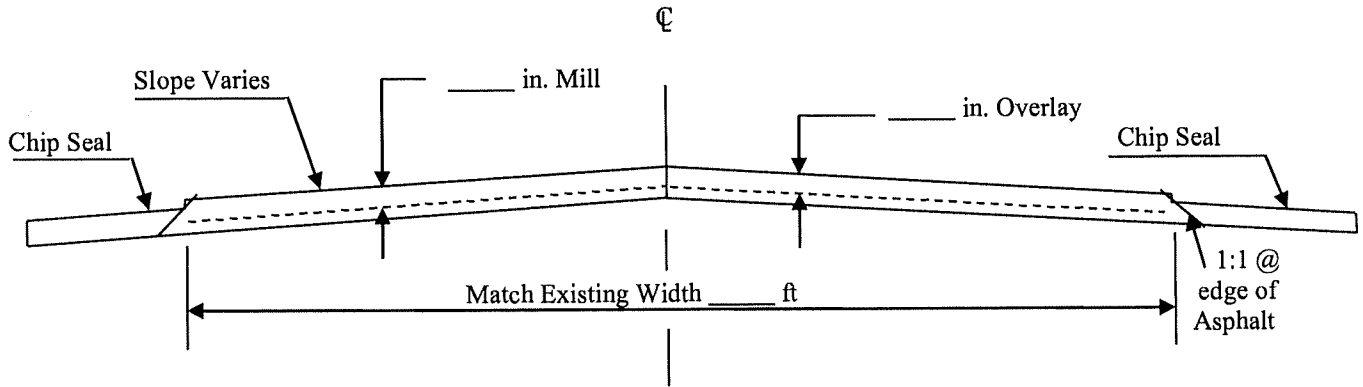
Quantity based on SR- 12.5A@ 0.0816T/SqYd

PG 70 - 22

SS-IHP @ 0.05 gal/SqYd

	Date: 8/31/2018 12:06 PM	KANSAS DEPARTMENT OF TRANSPORTATION
CHEROKEE Co.	PROJ. NO. 171- 11 KA 5086-01	TITLE: MILLILCHIPSH

TYPICAL SECTION



not to scale

- Typical Slope 1.56 % on Tangents and on super-elevated sections to match existing super or as directed by the Engineer.

ROADWAY WIDTHS

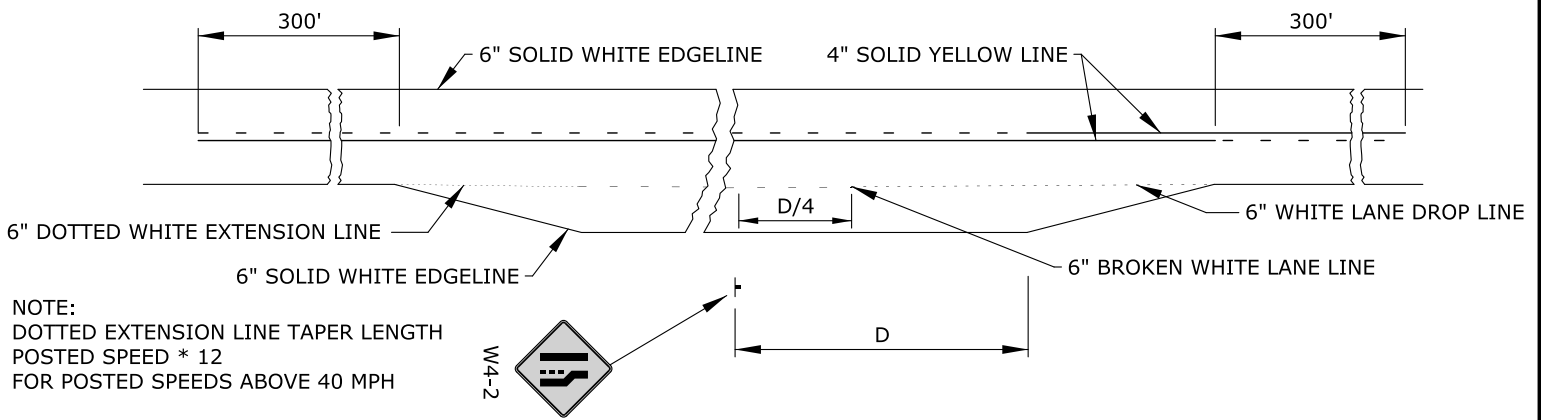
Location	mile	Approx. Width	Location	mile	Approx. Width
113+26 to 184+90	1.357	19	321+96 to 357+89	0.681	19
184+90 to 186+32 (Br 068)		0			
186+32 to 188+32	0.038	19			
188+32 to 192+65 (Br 069)		0			
192+65 to 202+04	0.178	19			
202+04 to 207+78	0.014	10			
202+04 to 203+89	0.035	10 to 0			
203+89 to 207+78	0.074	10			
207+78 to 267+57	1.132	19			
267+57 to 270+17 (Br 070)		0			
270+17 to 294+80	0.467	19			
294+80 to 296+49 (Br 071)		0			
296+49 to 306+15	0.183	19			
307+20 to 307+61	0.008	10 to 0			
307+61 to 318+47	0.206	10			
318+47 to 321+96	0.066	10 to 0			
307+61 to 317+85	0.194	10			
317+85 to 320+68	0.054	10 to 0			

RATE OF APPLICATION

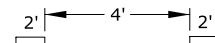
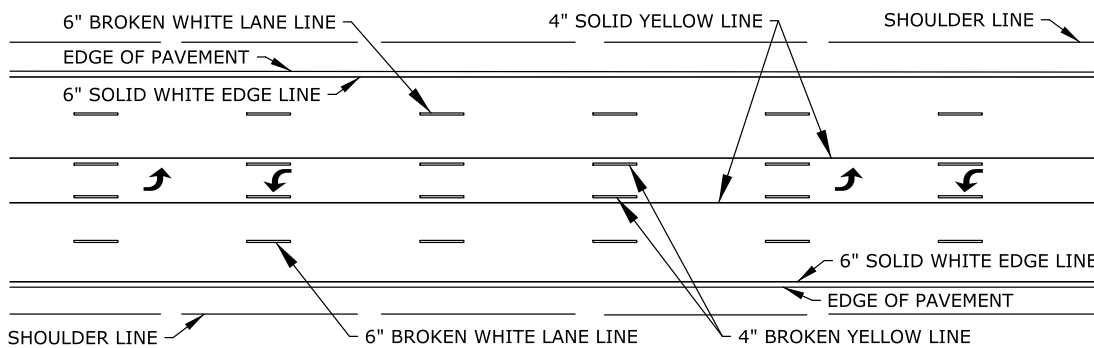
CM-L-1 @ 0.006 CuYd/SqYd

CRS-1HP @ 0.25 gal/SqYd

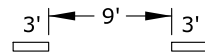
	Date: 9/17/2018 9:33 AM	KANSAS DEPARTMENT OF TRANSPORTATION
CHEROKEE Co.	PROJ. NO. 171- 11 KA 5086-01	TITLE: MILLILCHIPSH



TYPICAL MARKING FOR AUXILIARY PASSING LANE

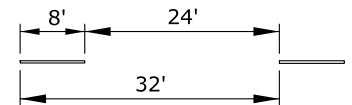
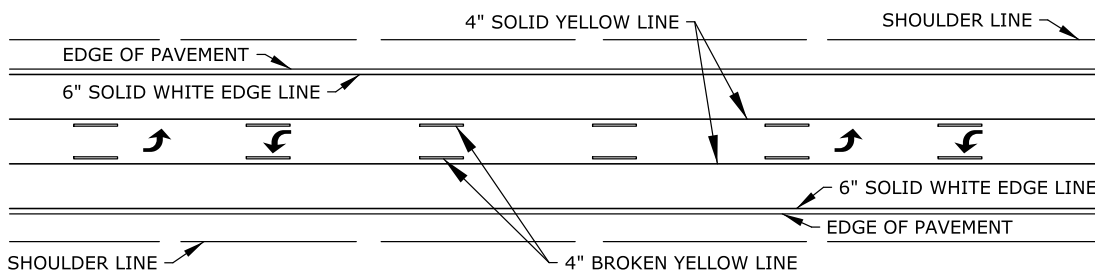


TYPICAL SPACING FOR DOTTED EXTENSION LINES, UNLESS OTHERWISE NOTED ON PLANS.



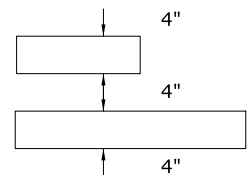
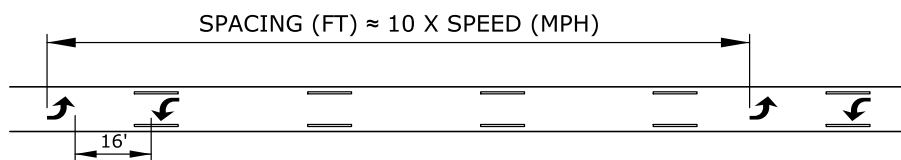
TYPICAL SPACING FOR LANE DROP. UNLESS OTHERWISE NOTED ON PLANS.

TWO-WAY LEFT TURN DETAIL FOR FIVE LANE ROADWAY



TYPICAL SPACING FOR BROKEN LINES UNLESS OTHERWISE NOTED ON PLANS

TWO-WAY LEFT TURN DETAIL FOR THREE LANE ROADWAY



TYPICAL SPACING FOR NO PASSING LINES UNLESS OTHERWISE NOTED ON PLANS

TWO-WAY LEFT TURN ARROW SPACING DETAIL

NOTE:
IF ARROWS ARE USED SPACE THE ARROWS AS SHOWN IN THE SPACING DETAIL.

3	5/25/02	Added Dotted Extension and Lane Drop Lines	B.A.J.L.	B.D.G.
2	9/20/05	Removed Aux. Passing Lane Dotted Ext. Line	J.F.F.	B.D.G.
1	7/26/05	New FHWA Approval Date	J.F.F.	B.D.G.
NO.	DATE	REVISIONS	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION
TYPICAL PAVEMENT MARKING DETAILS FOR UNDIVIDED ROADWAYS

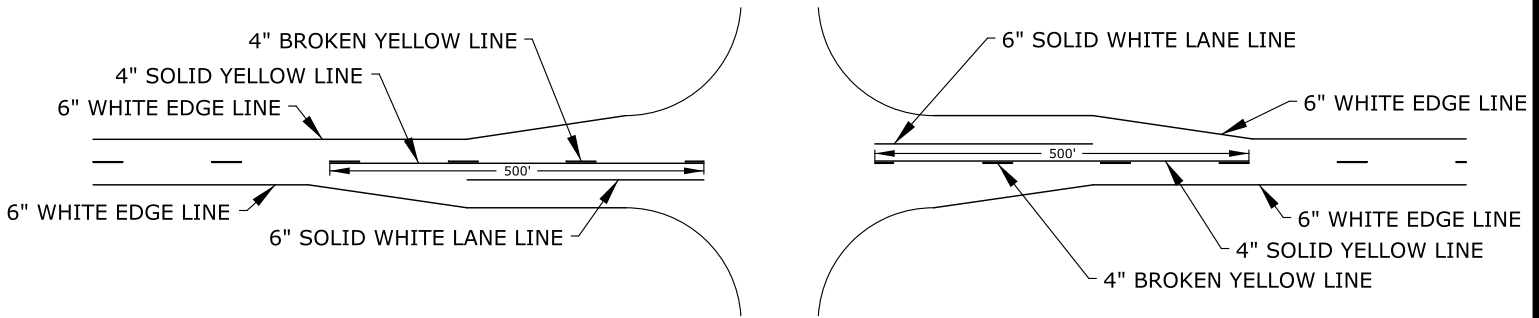
TE308

FHWA APPROVAL	5/25/2002	APP'D	Brian D. Gower
DESIGNED	J.F.F./J.F.F.	QUANTITIES	TRACED
DESIGN CK.	B.D.G./B.D.G.	QUAN. CK.	TRACE CK.

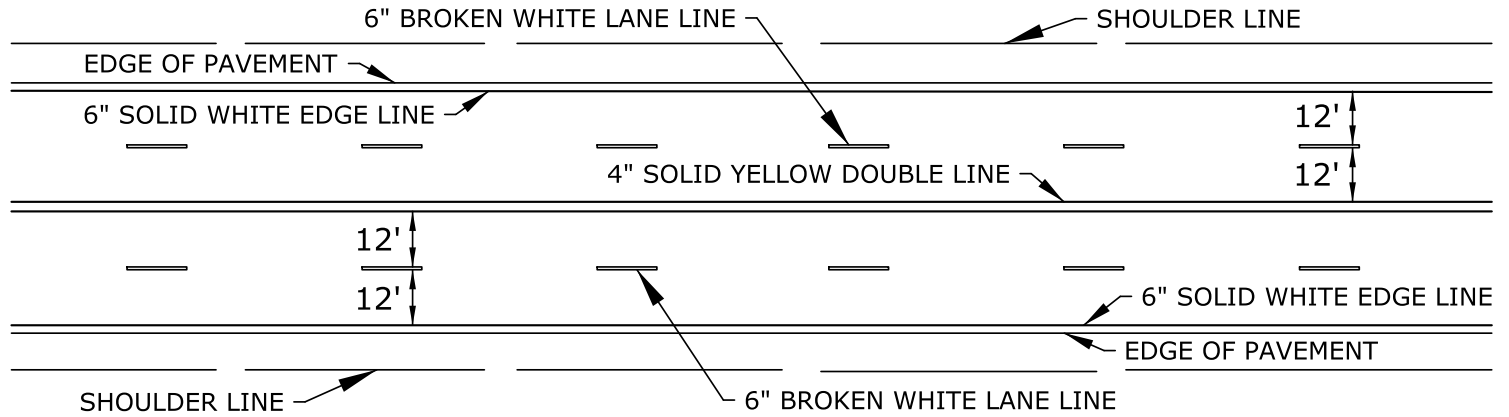
NOTE:
ALL PAVEMENT MARKINGS SHALL BE BROKEN AT
CROSS ROADS.

FOR HIGHWAY JUNCTIONS THE NO PASSING
ZONE WILL EXTEND 1000' FROM INTERSECTION.

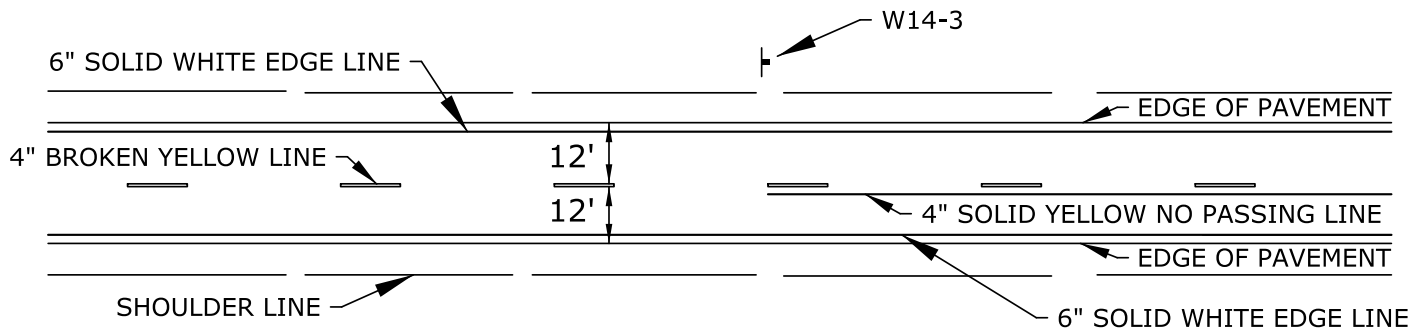
171- 11 KA 5086-01



TYPICAL ROAD JUNCTION MARKINGS WITH BYPASS LANES



TYPICAL MARKINGS FOR FOUR LANE ROADWAY



TYPICAL TWO LANE MARKINGS

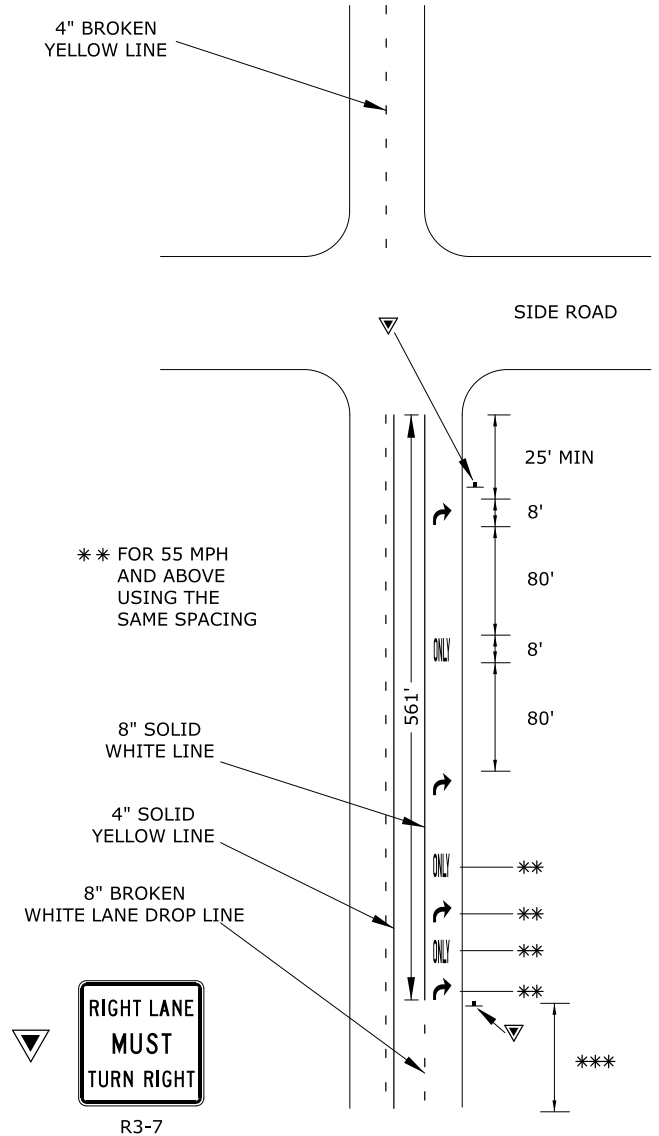
NOTE:
LONGITUDINAL PAVEMENT MARKING LINES SHALL BE OFFSET
A MINIMUM OF 2" FROM LONGITUDINAL PAVEMENT JOINTS.

Pg 2 of 2

NOTE:
ON NON I, US, AND K ROUTES, 4" EDGE LINES MAY BE INSTALLED.
6" EDGE LINES ARE NOT REQUIRED ON NON I, US, AND K ROUTES.

3	5/25/12	Added Dotted Extension and Lane Drop Lines	B.A.J.	B.D.G.
2	9/20/05	Removed Aux. Passing Lane Dotted Ext. Line	J.F.F.	B.D.G.
1	7/26/05	New FHWA Approval Date	J.F.F.	B.D.G.
NO.	DATE	REVISIONS	BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION TYPICAL PAVEMENT MARKING DETAILS FOR UNDIVIDED ROADWAYS				
TE308				
FHWA APPROVAL		5/25/2002 APP'D	Brian D. Gower	
DESIGNED	J.F.F.	QUANTITIES	TRACED	
DESIGN CK.	B.D.G.	DETAIL CK.	B.D.G.	QUAN. CK.
				TRACE CK.

TYPICAL SIGNING AND MARKING FOR RIGHT LANE MUST TURN RIGHT

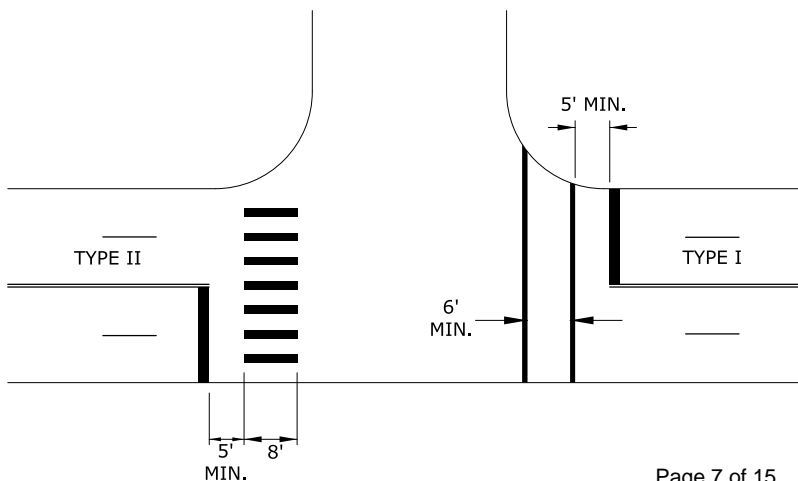


TYPICAL CROSSWALKS

TYPE I: CROSSWALK LINES SHALL BE 12" SOLID WHITE LINES. THEY SHALL BE SPACED A MINIMUM OF 6' APART FROM INSIDE EDGE TO INSIDE EDGE.

TYPE II: THESE LINES SHOULD BE SOLID WHITE 24" WIDE PLACED PARALLEL TO THE DIRECTION OF TRAFFIC FLOW. THE LINE PLACEMENT IS DETERMINED BY LANE LINE, CENTER LINE, AND WHEEL PATH IN SUCH A MANNER AS TO MINIMIZE TRAFFIC WEAR. THE CROSSWALK WIDTH SHOULD BE NOT LESS THAN 8'. THE TRANSVERSE CROSSWALK LINES MAY BE ADDED.

WHEN REQUIRED, STOP LINES SHALL BE INSTALLED A MINIMUM OF 5' FROM CROSSWALKS.



*** THE LANE DROP MARKINGS LENGTH IS A MINIMUM OF 100' AND A MAXIMUM OF 250' PRIOR TO THE 8" SOLID WHITE LINE

NO.	DATE	REVISIONS	BY	APP'D
3	5/25/02	Updated Chart B and Lane Drop Lines	B.A.K.	B.D.G.
2	10/20/06	RR Xing Symbol Changed from 'R' to 'R'	T.L.H.	B.D.G.
1	9/20/05	Added 4" Solid Yellow Double Line to RR Xing	J.F.F.	B.D.G.

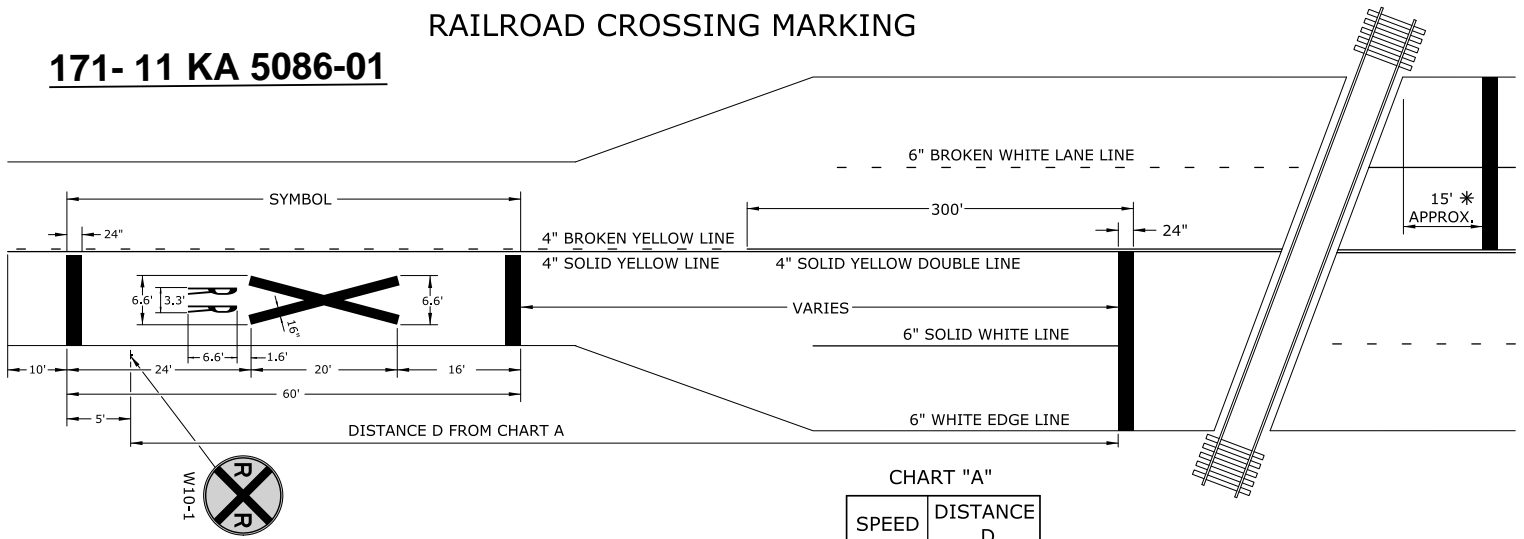
KANSAS DEPARTMENT OF TRANSPORTATION
TYPICAL MISCELLANEOUS PAVEMENT MARKING DETAIL SHEET

TE309

DESIGNED	J.F.F.	DESIGNED	J.F.F.	QUANTITIES	J.F.F.	TRACKED	
DESIGN CK.	B.D.G.	DETAIL CK.	B.D.G.	QUAN. CK.		TRACK CK.	

RAILROAD CROSSING MARKING

171- 11 KA 5086-01



A THREE-LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO-LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING.
ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.
REFER TO STANDARD ALPHABET FOR HIGHWAY SIGNS AND MARKINGS FOR R X R SYMBOLS DETAILS.

*STOP LINE 8' FROM NEAR EDGE OF GATE OR CANTILEVER, IF PRESENT.

NOTE:
ON NON I, US, AND K ROUTES, 4" EDGE LINES MAY BE INSTALLED.
6" EDGE LINES ARE NOT REQUIRED ON NON I, US, AND K ROUTES.

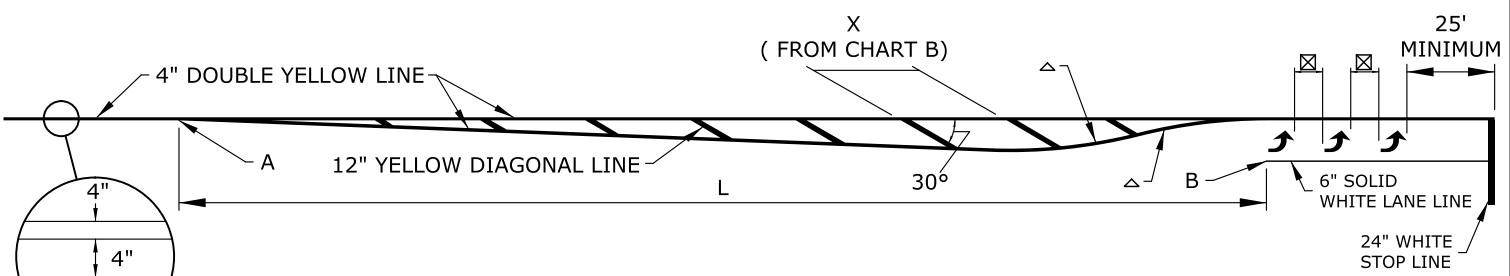
CHART "A"

SPEED MPH	DISTANCE D (feet)
75	850
70	750
65	650
60	550
55	450
50	375
45	300
40	225
35	150
30	(X)
25	(X)
20	(X)

(X) PLACEMENT LOCATION IS DEPENDENT ON SITE CONDITIONS AND OTHER SIGNING TO PROVIDE ADEQUATE ADVANCE WARNING TO THE DRIVER

ALL DISTANCES ARE MINIMUM.

TYPICAL APPROACH TAPER DETAIL



THE APPROACH TAPER LENGTH FROM POINT A TO POINT B IS TO BE DETERMINED USING CHART C. VALUES FOR L WERE CALCULATED USING THE EQUATIONS BELOW AND INCREASED TO THE NEXT HIGHER 5 MPH INCREMENT.

- SPEEDS < 45 MPH $L = \frac{W * S^2}{60}$
 - SPEEDS = 45 MPH $L = W * S$

IF ARROWS ARE USED AND UNLESS OTHERWISE SPECIFIED THE SPACE BETWEEN LINES SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTERS FOR LOW SPEED ROADS BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS, UNDER ANY CONDITIONS.

FOR SPEEDS LESS THAN OR EQUAL TO 40 MPH, R=150'.
 FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH, R=300'.

CHART "B"

APPROACH SPEED	X
20 MPH	20'
25 MPH	25'
30 MPH	30'
35 MPH	35'
40 MPH	40'
45 MPH	45'
50 MPH	50'
55 MPH	55'
60 MPH	60'
65 MPH	65'
70 MPH	70'

CHART "C"

APPROACH SPEED	L
20 MPH	80'
25 MPH	125'
30 MPH	180'
35 MPH	245'
40 MPH	320'
45 MPH	540'
50 MPH	600'
55 MPH	660'
60 MPH	720'
65 MPH	780'
70 MPH	840'

NO.	DATE	REVISIONS	BY	APP'D.
3	5/25/12	Updated Chart B and Lane Drop Lines	B.A.R.	B.D.G.
2	10/20/06	RR Xing Symbols Changed from 'R' to 'R'	T.L.A.	B.D.G.
1	9/20/05	Added 4" Solid Yellow Double Line to RR Xing	J.F.F.	B.D.G.

KANSAS DEPARTMENT OF TRANSPORTATION
 TYPICAL MISCELLANEOUS PAVEMENT MARKING DETAIL SHEET

TE309

DESIGNED: J.F.F. CHECKED: J.F.F. QUANTITIES: J.F.F. TRACED: J.F.F.
 DESIGN CK: B.D.G. DETAIL CK: B.D.G. QUAN. CK: B.D.G. TRACED CK: J.F.F.

7/26/2005 APP'D: Brian D. Gower

RECAPITULATION OF QUANTITIES		
ITEMS	TOTAL	UNITS
PAVEMENT MARKING (MULTI-COMPONENT)(WHITE)(4")		Inft
PAVEMENT MARKING (MULTI-COMPONENT)(WHITE)(6")	49,832	Inft
PAVEMENT MARKING (MULTI-COMPONENT)(WHITE)(8")		Inft
PAVEMENT MARKING (MULTI-COMPONENT)(WHITE)(12")		Inft
PAVEMENT MARKING (MULTI-COMPONENT)(YELLOW)(4")	19,725	Inft
PAVEMENT MARKING (MULTI-COMPONENT)(YELLOW)(6")		Inft
PAVEMENT MARKING (MULTI-COMPONENT)(YELLOW)(12")	169	Inft
PAVEMENT MARKING (THERMOPLASTIC)(WHITE)(4")		Inft
PAVEMENT MARKING (THERMOPLASTIC)(WHITE)(6")		Inft
PAVEMENT MARKING (THERMOPLASTIC)(WHITE)(8")		Inft
PAVEMENT MARKING (THERMOPLASTIC)(WHITE)(12")		Inft
PAVEMENT MARKING (THERMOPLASTIC)(YELLOW)(4")		Inft
PAVEMENT MARKING (THERMOPLASTIC)(YELLOW)(6")		Inft
PAVEMENT MARKING (THERMOPLASTIC)(YELLOW)(12")		Inft
PAVEMENT MARKING (EPOXY)(WHITE)(4")		Inft
PAVEMENT MARKING (EPOXY)(WHITE)(6")		Inft
PAVEMENT MARKING (EPOXY)(WHITE)(8")		Inft
PAVEMENT MARKING (EPOXY)(WHITE)(12")		Inft
PAVEMENT MARKING (EPOXY)(YELLOW)(4")		Inft
PAVEMENT MARKING (EPOXY)(YELLOW)(6")		Inft
PAVEMENT MARKING (EPOXY)(YELLOW)(12")		Inft
PAVEMENT MARKING (INTERSECTION GRADE) (WHITE) (12")		Inft
PAVEMENT MARKING (INTERSECTION GRADE)(WHITE)(24")		Inft
PAVEMENT MARKING (INTERSECTION GRADE)(YELLOW)(12")		Inft
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE) (WHITE) (R/R XING)		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE) (WHITE) (Lt Turn Arrow)	7	EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE) (WHITE) (Rt Turn Arrow)	4	EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE) (WHITE) (ONLY)		EACH
PAVEMENT MARKING SYMBOL (INTERSECTION GRADE) (WHITE) (Rt/Thru Arrow)		EACH
PAVEMENT MARKING REMOVAL	2,714	Inft

NOTE:

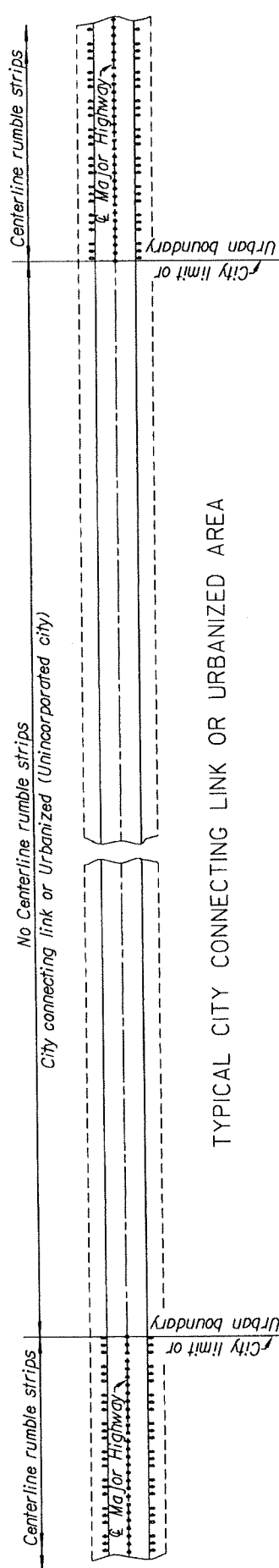
WORDS & SYMBOLS SHALL CONFORM TO THE LATEST EDITION OF "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" PRINTED BY THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION.

PRIOR TO COMMENCEMENT OF PAVEMENT MARKING WORK THE ENGINEER WILL ESTABLISH THE LIMITS FOR "NO PASSING" ZONES. THESE LIMITS SHALL BE USED FOR THE LOCATION OF " NO PASSING" LINES AND FOR THE COMPUTATION OF ACTUAL MARKING QUANTITIES FOR THIS LINE TYPE

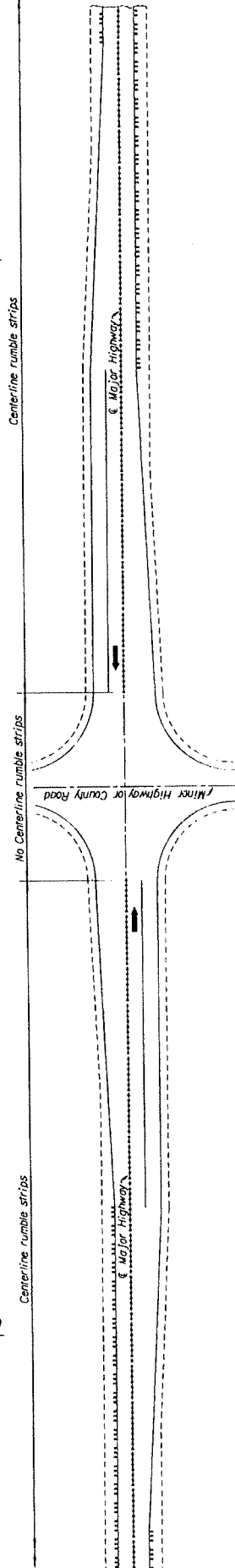
171-11 KA 5086-01

GENERAL NOTES

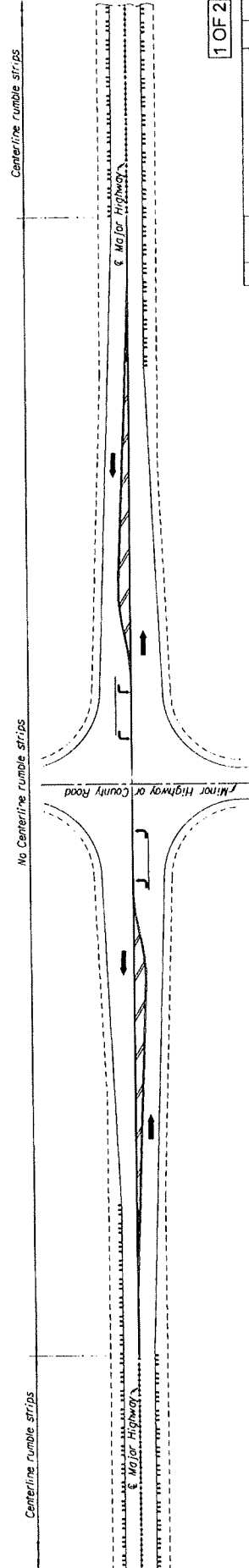
- Construction of centerline rumble strips in asphalt pavement is paid under the bid item "Rumble Strips (Milled) (Centerline)". All work and materials required to construct the strips in accordance to these details and Special Provisions are included in this item.
- See typical sections for other surfacing details.
- Do not construct rumble strip on bridges or concrete bridge approaches.
- No variation in spacing between depressions will be permitted.
- Either rumble strip shape is acceptable with no mixing of shapes on a project unless approved by the engineer.
- For Shoulder Rumble Strip details see Standard drawing RDT07.



TYPICAL CITY CONNECTING LINK OR URBANIZED AREA



TYPICAL RURAL INTERSECTION WITH BYPASS LANES



TYPICAL RURAL INTERSECTION WITH LEFT TURN LANES

1 OF 2

NO.	DATE	REVISIONS	BY	APP'D
2	11-05-10	REVISED NOTES	S.W.L. J.O.B.	
1	08-24-09	REVISED NOTES	S.W.L. J.O.B.	

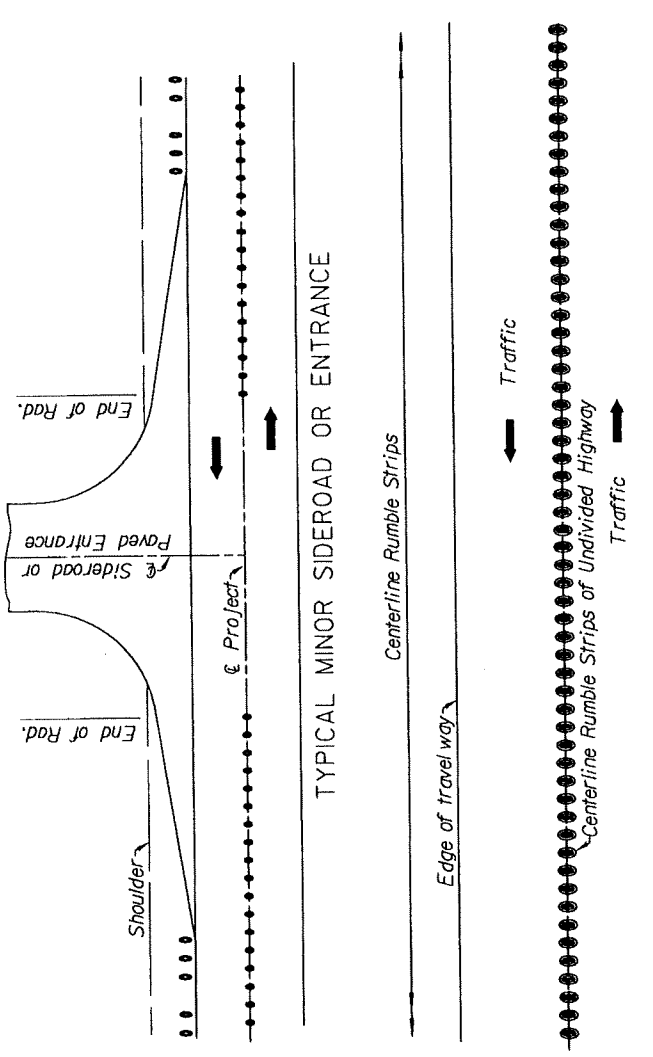
KANSAS DEPARTMENT OF TRANSPORTATION
MILLED RUMBLE STRIPS
(CENTERLINE)

RDT06

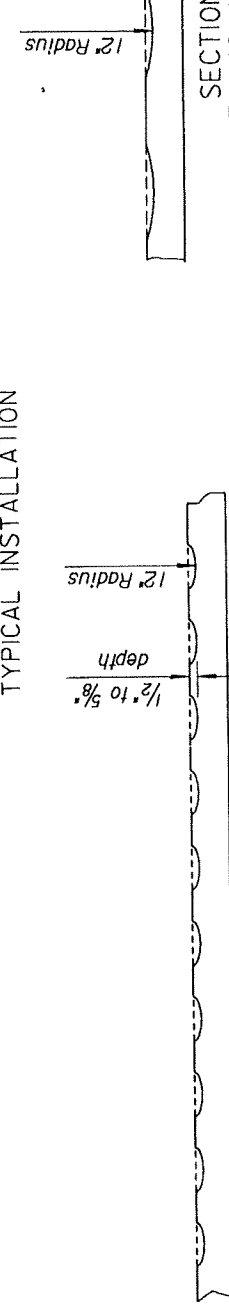
AREA APPROVAL: []
DESIGNER: []
CHECKER: []
DATE: []

STATE OF KANSAS
TRAFFIC ENGINEER

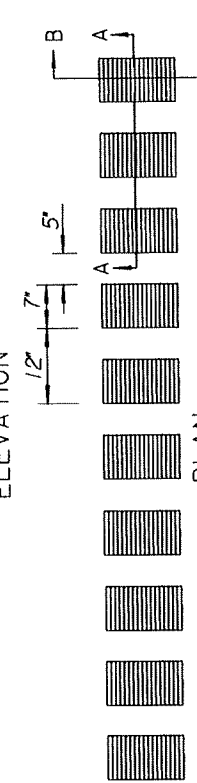
KDOT Graphics Certified 07-09-2013



TYPICAL INSTALLATION

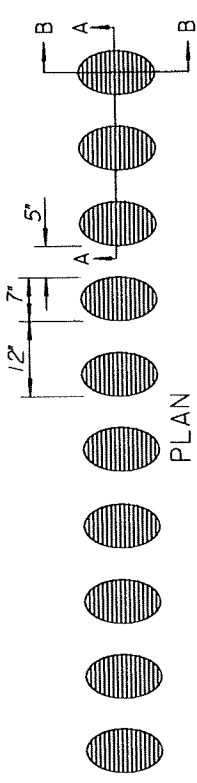


ELEVATION



PLAN

DETAILS OF DEPRESSION



DETAILS OF DEPRESSION (Alternate Shape)



SECTION B-B (ALT. SHAPE)

2 OF 2

REVISIONS		DATE	BY	CHKD.	APP'D.
1	ISSUED	5-24-09	RHM	C	JMS
2	REVISED	5-24-09	RHM	C	JMS
REVISION NOTES		MILLED RUMBLE STRIPS (CENTERLINE)			
ARIZONA DEPARTMENT OF TRANSPORTATION					
PROJECT: ARIZONA DEPARTMENT OF TRANSPORTATION					
DRAWING NO.: 171-11 KA 5086-01					
SCALE: AS SHOWN					
SHEET NO.: 2 OF 2					

ALT. RUMBLE STRIP SHAPE

**SUMMARY OF TRAFFIC CONTROL DEVICES
(FOR INFORMATION ONLY)**

All traffic control devices shall be placed in accordance with the applicable KDOT Traffic Control Standards. The contractor shall provide all signs and other traffic control devices for proper traffic control of all construction activities. Quantities listed are estimates only. Contractor operations may require additional signs and traffic control devices, this will be subsidiary to the bid item traffic control.

WORK ZONE SIGNS *			
SIGN NO.	SIZE - SQ. FT.		
	0-9.25	9.26-16.25	16.26 & OVER
R2-1			
R4-1	4		
W3-4		4	
W3-5			
W8-11			
W14-3		4	
W20-1		4	
W20-4		4	
W20-5			
W20-7		6	
W21-5			
W8-15		2	
W8-15p	2		
G20-4			
W13-1	4		
W1-4R		4	
KG20-5	4		
KG20-2	8		
KI-104a		2	
KI-105a		2	

LIGHTED DEVICES *	
WORK ZONE WARNING LIGHT (TYPE "A" LOW INTENSITY)	
WORK ZONE WARNING LIGHT (RED TYPE "B" HIGH INTENSITY)	
ARROW DISPLAY	
PORTABLE CHANGEABLE MESSAGE SIGN	

BARRICADES *		CHANNELIZING DEVICES *		
TYPE III (4' TO 12')	PEDESTRIAN	FIXED	PORTABLE	PEDESTRIAN

**SUMMARY OF TRAFFIC CONTROL DEVICES
(EACH)**

WORK ZONE SIGN (SPECIAL)		
SIGN NO.	16.25 SQ. FT. & LESS	16.26 SQ. FT. & OVER

RECAPITULATION OF QUANTITIES

ITEM	QUANTITY	UNIT
WORK ZONE SIGNS (0 TO 9.25 SQ. FT.)		EADA
WORK ZONE SIGNS (9.26 TO 16.25 SQ. FT.)		EADA
WORK ZONE SIGNS (16.26 SQ. FT. & OVER)		EADA
WORK ZONE BARRICADES (TYPE 3 - 4' TO 12')		EADA
WORK ZONE BARRICADES (PEDESTRIAN)		EADA
CHANNELIZER (FIXED)		EADA
CHANNELIZER (PORTABLE)		EADA
CHANNELIZER (PEDESTRIAN)		EADA
WORK ZONE WARNING LIGHT (TYPE "A" LOW INTENSITY)		EADA
WORK ZONE WARNING LIGHT (RED TYPE "B" HIGH INTENSITY)		EADA
ARROW DISPLAY		EADA
PORTABLE CHANGEABLE MESSAGE SIGN		EADA
PAVEMENT MARKING (TEMPORARY)		
4" SOLID (TYPE I)		STA./LINE
4" SOLID (TYPE II)		STA./LINE
4" BROKEN (6")(TYPE I)		STA./LINE
4" BROKEN (6")(TYPE II)		STA./LINE
4" BROKEN (3")(TYPE I)		STA./LINE
4" BROKEN (3")(TYPE II)		STA./LINE
4" DOTTED EXTENSION (TYPE I)		STA./LINE
4" DOTTED EXTENSION (TYPE II)		STA./LINE
SOLID (LINE MASKING TAPE)		STA./LINE
BROKEN (LINE MASKING TAPE)		STA./LINE
SYMBOL (TYPE I)		EACH
SYMBOL (TYPE II)		EACH
FLEXIBLE RAISED PAVEMENT MARKERS (4" BROKEN (6"))		STA./LINE
FLEXIBLE RAISED PAVEMENT MARKERS (4" BROKEN (3"))	244.6	STA./LINE
PAVEMENT MARKING REMOVAL		LIN. FT.
CONCRETE SAFETY BARRIER (TYPE F3) (TEMPORARY)		LIN. FT.
CONCRETE SAFETY BARRIER (TYPE F3) (TEMP.-INSTALL ONLY)		LIN. FT.
CONCRETE SAFETY BARRIER (TYPE F3) (TEMP.-RELOCATE)		LIN. FT.
INERTIAL BARRIER SYSTEM		EACH
REPLACEMENT MODULES (IBS)		EACH
WORK ZONE SIGN (SPECIAL) (16.25 SQ. FT. & LESS)		EACH
WORK ZONE SIGN (SPECIAL) (16.26 SQ. FT. & OVER)		EACH
RIGID RAISED PAVEMENT MARKER (TYPE I)		EACH
RIGID RAISED PAVEMENT MARKER (TYPE II)		EACH
TRAFFIC SIGNAL INSTALLATION (TEMPORARY)		LUMP SUM
TRAFFIC CONTROL (INITIAL SET UP)		LUMP SUM
TRAFFIC CONTROL	LUMPSUM	LUMP SUM
FLAGGER (SET PRICE)	1	HOURLY

NOTES: Quantities reflect 2 setups for signs and cones.

3				
2				
1	11/10/16	Removed Replacement Modules Summary Table, Added "IBS" to Replacement Modules description	JGB	
NO.	DATE	REVISIONS	BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION				
TRAFFIC CONTROL SUMMARY OF DEVICES RECAPITULATION OF QUANTITIES				
TE706				
FHWA APPROVAL	08/01/15	APP'D	Kristine Erickson	
DESIGNED	B.A.H.	DETAILED	R.W.B.	QUANTITIES
DESIGN CK.		DETAIL CK.		QUAN. CK.
				TRACED
				TRACE CK.

CHEROKEE Co. Proj. No.171- 11 KA 5086-01 Title: